

**1 May 1999**



**Maintenance**

**IMPOUNDMENT PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the HQ AFRC WWW site at: <http://www.afrc.af.mil> and the AFRCEPL (CD-ROM) published monthly.

---

OPR: 913 LG/LGQ (SMSgt Glenn Bickings)

Certified by: 913 LG/CC (Col Adelle R. Zavada)

Pages: 4

Distribution: F

---

This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*. This instruction establishes procedures for the impoundment of aircraft/equipment and explosive mishaps. It applies to all 913th Airlift Wing (AW) personnel involved in the impoundment of aircraft and equipment. It further implements AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures* Section 6A, AFI 11-218, *Aircraft Operation and Movement on the Ground* and AFI 91-204, *Safety Investigations and Reports*.

**1. General:**

1.1. The Airlift Wing Commander (AW/CC), Logistics Group Commander (LG/CC), and Operations Group Commander (OG/CC) and/or their designated representatives have the authority to impound aircraft/equipment. They are also the final release authority for aircraft and equipment impoundment.

1.2. The Wing Safety Office (SE), Logistics Quality Assurance (LGQ), and Operations Stan/Eval (AS/DOV) are the designated offices responsible for investigating impounded aircraft/equipment and an inadvertent release or explosive mishap.

**2. Impoundment Conditions.** When notified of a possible incident the Supervisor of Flying (SOF), Senior Officer, or Senior NCO will isolate and seal the aircraft until a determination can be made of the incident and the appropriated personnel can be notified.

2.1. All aircraft sustaining Foreign Object Damage (FOD) from an unknown cause will be impounded. The only exception to this is nicked blades that are blendable and repairable within field level technical order limits. In either case the incident will be investigated.

2.2. All aircraft sustaining multiple engine power loss will be impounded.

2.3. At the discretion of the AW/CC, LG/CC, OG/CC and/or their designated representatives, the following conditions may warrant impoundment of aircraft/equipment in accordance with the procedures outlined in paragraphs 3 through 5.

- 2.3.1. Uncommanded flight maneuvers or loss of control.
- 2.3.2. Engine flameout or major engine component failure.
- 2.3.3. Accident/structural damage/fire.
- 2.3.4. Inadvertent release or explosive mishap.
- 2.3.5. Lost or missing tools/items. Refer to 913 AWI 21-107 for lost tools procedures.
- 2.3.6. Binding aircraft throttles not covered by technical order data.
- 2.3.7. Airdrop Malfunction.
- 2.3.8. Any serious condition or mishap malfunction not mentioned above, but may warrant further investigation.

**3. Responsibilities.** When notified of an incident or condition that may warrant the impoundment of an aircraft the following procedures will be followed:

3.1. The Expeditor will:

- 3.1.1. Notify Maintenance Dispatch Debrief of a possible impoundment action, and provide the aircraft tail number, a description if possible, and the aircraft location.
- 3.1.2. After hours the Expeditor will notify the Supervisor of Flying (SOF) of the incident. The SOF will follow procedures established in paragraph 3.2.1. and secure the aircraft.

3.2. Dispatch/Debrief will:

- 3.2.1. Notify the Wing Operations Center (WOC), LGQ, and senior maintenance managers. For after hours, contact the WOC at beeper number 215-452-1045.
- 3.2.2. Notify the appropriate workcenters to send their most qualified person to debrief the aircrew and get a detailed description of the problem.
- 3.2.3. When informed by the WOC, pass on to LGQ who the crew members are.

3.3. The WOC will:

- 3.3.1. Notify the AW/CC, OG/CC, LG/CC, Flight Safety Office, AS/DOV and Security Forces of the incident.
- 3.3.2. Notify the aircrew, which flew that a detailed debriefing is required.
- 3.3.3. Notify Dispatch/Debrief as to who the crew members are.
  - 3.3.3.1. LGQ will:
    - 3.3.3.2. Convene a meeting with the aircrew, wing safety, the maintenance superintendent, pro-super, expeditor, and a qualified 7-level technician from the workcenter to discuss the incident and present a recommendation to the LG/CC or OG/CC for or against impoundment.
    - 3.3.3.3. If required, will ensure GO81 records are locked out and inaccessible, and as quickly as possible secure and limit access to aircraft/equipment, forms, and historical records.

**4. Impoundment Process.** If the determination has been made to impound the aircraft the LG/CC or OG/CC will appoint an impoundment officer, who will be a qualified maintenance officer, or a Senior

NCO (9-level) from the maintenance squadron, to manage the impounded equipment. The impoundment officer/SNCO will establish a group consisting of LGQ to investigate the incident, and the applicable workcenter, to correct the discrepancy.

**5. Impoundment Procedures.** The impoundment group will be responsible for the following:

5.1. LGQ will ensure a Red X is entered in the AFTO Form 781A. The first available block will be annotated as follows: "aircraft impounded" and state the reason for impoundment. The LG/CC or OG/CC will sign the "Discovered By" block for the impoundment entry and reference the original write-up by page and item number.

5.2. The aircraft will not be released for maintenance and/or servicing until the impoundment officer has reviewed the investigation report.

5.3. Control and access to the impounded aircraft will be handled as prescribed by AFRCI 21-101, Section 6, paragraph 6.3.3 and 6.3.4. In addition the impounded aircraft will be sealed with the seal number annotated in the forms and provided to and tracked by Dispatch/Debrief.

5.4. Aircraft impounded for multiple engine power loss:

5.4.1. Notify the WOC and report the incident to Wing Safety as a High Accident Potential (HAP). Report will include specific readings of RPM, torque, TIT, fuel flow, and other cockpit indications.

5.4.2. The impoundment authority will contact WR-ALC, Mr. Rick Jones (DSN: 468-5459) or Mr. Phil Eubanks (DSN: 468-2853) for appropriate checklists and disposition instructions for the Digital Flight Data Recorder and Cockpit Voice Recorder or any other component removed as a suspected item.

5.4.3. In addition a copy of the investigation will be forwarded to HQ AMC/LGA/LGB.

5.5. On aircraft where an airdrop malfunction occurred, the SOF will be notified and the incident will be investigated by Operations in accordance with AFJI 13-210 to determine if impoundment is necessary. At no time during the preliminary investigation by Operations shall maintenance personnel work the discrepancy unless specifically requested by Operations.

5.6. Aircraft impounded for explosive related mishaps will be handled in accordance with AFRCI 21-101, Section 6, paragraph 6.5.

5.7. Ensure all recoverable stored data is collected prior to system operation (if applicable).

5.8. Ensure Product Quality Deficiency Reports (PQDR's) are reported (if applicable).

5.9. Ensure LG/CC, OG/CC, WOC, and Dispatch/Debrief will be kept informed of the status of the aircraft at all times and phases of the impoundment process.

**6. Review.** LGQ and the applicable section technician will review the forms to ensure the corrective action has been completed and properly documented, and brief the impoundment officer, LG/CC and OG/CC on the corrective action. A written record of the investigation and corrective action must remain on file in Quality Assurance and/or aircraft history file.

**7. Release.** The LG/CC, OG/CC, or impoundment officer is the final release authority for impounded aircraft. He/she will release the aircraft by signing the AFTO Form 781A "Inspected By" block of the impoundment and initialing over the red X symbol. (Refer to para. 1.1.)

**8. AGE Equipment.** These procedures will be followed when impounding AGE equipment, to the extent they are applicable. The LG/CC or designated representative (impoundment officer) is the final release authority for impounded equipment. (Refer to para. 1.1.)

CHARLES D. ETHREDGE, Colonel, USAFR  
Commander